

DRIVE IMPENDING ON WEST FRONT, IS FRENCH HINT

Official Statement Inter-
preted as Foretelling
Allied Offensive.

AUSTRIAN DEFEAT TO COME FIRST

Professor Pollard Says the War
Will Not End Before
Next Year.

London, June 15.—Significance is attached to a sentence embodied in a semi-official French communication received in London today, inasmuch as the public to what is considered the serious failure of Germany's recent strategy. "It seems since the Vaux affair," the sentence read, "that the Germans fronting Verdun are maintaining an attitude of expectation in view of the menace of events which they feel are becoming increasingly imminent." This statement is generally interpreted, in the light of public expectation, that the time is rapidly approaching for an important Entente Allied offensive.

Professor Albert F. Pollard, of the chair of English history in the University of London, lecturing here today on the progress of the war, said he anticipated a great offensive by the Allies on the western front before long, but that the people must not expect the war to end before next year.

The utmost to be hoped for this year, he said, was the defeat of Austria, a virtual settlement of the Balkan difficulty and the driving back of the Germans a considerable distance on the western front. The final defeat of Germany could only come some time next year, the speaker added, after a winter of discontent such as Germany had never known and after another naval battle.

Professor Pollard's anticipations reflect the prevalent ideas in London. The view is held here that Germany made a serious mistake when she permitted Austria to withdraw half of her effective forces from the Russian front for the operations against Italy, after having brought her own reserves from the Russian front to Verdun. This apparently has had the result of enabling Russia to make a surprisingly successful drive in Galicia and Volhynia. It is further considered that the recent naval battle deprived Germany temporarily of the means for prosecuting a combined military and naval offensive. The Big game, and thus centering the Russian drive, which is now expected to go on to fresh successes, as it will be extremely difficult to reinforce the Teutonic allies on the Russian front.

Reading today's French semi-official communication in connection with the recent presence of General Joffre and the French ministers in London and Premier Assoluth's announcement on Wednesday of the progress of the British front to the French, the public is looking forward to coming events with curiosity and confidence.

Teutons Concealing Truth.

According to reports received in London the German and Austrian governments are making desperate efforts to conceal the truth about the Russian drive from their people. The belief prevails here that weeks must elapse before the Austrians are able to withdraw forces from the Italian front for the defense of Lemberg, and that it may then be too late.

Russian Drive Checked.

Austrian Staff Asserts

Berlin, June 15. (By wireless to Sayville, N. Y.)—Austrian troops in Bukovina are making a stand north of Chernowitz, capital of the Crownland, and also are holding the Russians to the east of the city. The repulse of Russian attacks from both of these directions is announced in the official headquarters statement from Vienna issued under date of June 14. The statement follows:

"South of Boyan and north of Chernowitz Russian attacks were repulsed. Further to the east and to the south of the Pripiet there have been no essential events. The situation is unchanged."

"North of Baranovichi yesterday morning German and Austro-Hungarian troops were exposed to Russian artillery fire of the heaviest character. In the evening the enemy attacked, but was repulsed everywhere, without exception. The enemy's artillery finally fired into the retreating Russian masses."

Your Last Chance

Only One

Day More

See announcement on page 5.

LONDON CHAMBER OUSTS ALL TEUTONS

London, June 15.—The Chamber of Commerce today passed a resolution requesting all members of German or Austrian birth, even if naturalized subjects of Great Britain, to resign.

PASSES CHECK ON MENOCAL

Cuban Senate's Measure Would Preclude Control of Polls.

(By Cable to the Tribune.)

Havana, June 15.—The Senate tonight passed the Maza law, requiring the President of the Cuban Republic to resign office sixty days before elections. The object of the bill is to prevent President Menocal, candidate for reelection, from obtaining control of the polls. The bill is expected to pass the House Monday.

It is predicted that President Menocal will veto it, but the Liberals hope to pass the measure over his veto.

BRITISH SAY NINE SANK HAMPSHIRE

Went Down in 15 Minutes—

Kitchener Last Seen

Walking on Deck.

London, June 15.—Details of some of the incidents on board the British cruiser Hampshire just before she sank off the Orkneys last week, causing the death of Field Marshal Earl Kitchener, are given in an official statement issued tonight.

"From the report of the twelve survivors of the Hampshire," says the statement, "the following conclusions were reached:

"As the men were going to their stations before abandoning the ship, Lord Kitchener, accompanied by a naval officer, appeared. The latter said: 'Make way for Lord Kitchener.' Both ascended to the quarterdeck. Subsequently four military officers were seen there, walking aft on the port side."

"The captain called Lord Kitchener to the fore bridge near where the captain's boat was waiting. The captain also called Lord Kitchener to enter the boat. Whether Lord Kitchener entered it, or what happened to any boat, is unknown."

"The Hampshire was proceeding along the west coast of the Orkneys. A heavy gale was blowing and seas were breaking over the ship, which necessitated her being partially battened down. Between 7:30 and 7:45 p. m. the vessel struck a mine and began to sink. The ship was listing to starboard, before she finally went down about fifteen minutes later."

"Orders were given by the captain for all hands to go to their established stations for abandoning ship. Some of the hatches were opened and the ship's company went quickly to their stations. Efforts were made without success to lower some of the boats. One of them was broken in half and its occupants were thrown into the water."

"Large numbers of the crew used life-saving belts and waistcoats, which proved effective in keeping them afloat. Three rafts were safely launched and got clear with about fifty to seventy men on each. It was daylight up to about 11 p. m. Though rafts with these large numbers of men got away, in one case out of over seventy men aboard only six survived. The survivors all report that the men gradually dropped off, even died aboard the rafts from exhaustion and exposure to cold."

"Some of the crew must have perished in trying to land on the rocky coast after such a long exposure. Some died after landing."

NEWARK'S ORPHANS GET RIDE

Fifteen Hundred Enjoy Day's Outing at

Vailsburg Park.

Fifteen hundred of Newark's orphans, packed into several hundred automobiles for the day by those to whom an airing in the park is so novel, rode out to Vailsburg Park, Newark, yesterday and spent the afternoon in merry-making. Chief of Police Long and a brass band headed the parade of decorated machines.

Each of the youngsters was accompanied with two balloons and an American flag. At the park there were plenty of good things to eat and soda pop enough for all.

PACIFISTS NO LONGER

Many Frenchmen Once Believed War

Could Not Come.

Many stories are going the rounds of French newspapers concerning the blow which the war dealt to the large number of Frenchmen who two years ago fondly believed that all war was a matter of history, says "The Indianapolis News." There were in France many pacifists and many peace societies, and it seems that the members felt obliged to journey to Germany in search of proof that the Germans were likewise opposed to war, but, like France, thought it wise to make some preparation for an unforeseen catastrophe.

If the pacifists happened to be men of prominence, as many of them were, they were received with great courtesy by prominent German officials. One assured that Germany had no more intention of participating in future wars than had France.

On one occasion a French Senator who was an ardent pacifist made a pilgrimage to Germany in order to assure himself of Germany's peaceable intentions. To his great delight he was cordially received by high officials. They were very solicitous about his comfort, and when things dragged a little he was invited to take luncheon with the Kaiser on his yacht. This honor was all he could desire. When a camera was produced and he was photographed standing beside the Kaiser his cup was full.

He took the picture home to his villa, framed it and placed it conspicuously in his home. But when the war broke out he forgot to remove it. And when the wounded French began to come home he invited several convalescent soldiers to enjoy the quiet charm of his villa. In due time they came and settled themselves for a pleasant visit. But their stay was short. About the first thing they saw was the photograph of which the pacifist was so proud. Their plans to wreck the house were thwarted, but they left the pacifist Senator with nothing but his photograph for company.

IRON ORE IN LAPLAND.

Exploration has proved a long maintained theory that Finnish Lapland contains vast deposits of the highest grade of iron ore, equal, if not superior, to the best Swedish, says an exchange.

FRENCH ADVANCE AT MORT HOMME

Capture Trench and 130
Men South of Verdun
Height.

ATTACK REPULSED IN VOSGES SECTOR

Artillery Exceptionally Active at
Chattancourt, Souville and
Hill 304.

London, June 15.—The capture of a German trench south of Le Mort Homme, on the left bank of the Meuse, is recorded in tonight's French official bulletin. Intense artillery activity is reported in the region of Chattancourt and Hill 304. "After artillery preparation," says the bulletin, "our troops in the course of a spirited attack captured a German trench on the slopes south of Le Mort Homme. One hundred and thirty prisoners, including three officers, remained in our hands."

"On the right bank the enemy violently bombarded the sectors of the Thiaumont fortified work and Souville. On the rest of the front the cannonading was intermittent."

The day bulletin issued in Paris reads:

"On both banks of the Meuse there was cessation of infantry activity last night. On the other hand, the French and the German artillery branches showed activity in the region of Chattancourt as well as in the sector to the north of Souville."

In the Vosges a strong detachment of the enemy which, supported by a spirited bombardment, endeavored to approach our lines was driven back by the fire of our machine guns. Another surprise attack by the enemy upon our positions to the northwest of Bonhomme resulted in complete failure."

RUSSIAN SHIPS UNHIT IN BATTLE

Attack and Sink Three Ger-
man Warships Without
Sustaining Damage.

London, June 15.—The Russian official statement on the naval engagement of last Tuesday off the Orkneys, coast announces that three German warships were sunk. "Our torpedo boats," says the Petrograd bulletin, "attacked a convoy of enemy steamers sailing under escort. During the engagement with the escort we sank two steamers of a small torpedo type and an auxiliary cruiser, whose crew we captured."

"There was no loss or damage on our side. We refrained from pursuing the enemy steamers because during the engagement they took their course into Swedish territorial waters."

The statement given out in Berlin on Wednesday said the German auxiliary cruiser was attacked by four Russian destroyers and was blown up by her crew, most of her men being saved.

Danish reports received here state that two German auxiliary cruisers, the Herzmann and the König von Sachsen, and two armed trawlers were sunk by the Russians in addition to ten merchantmen. Five wounded German sailors landed at Nykoping, Sweden, have died since.

German Shagerrak Loss in Men Put at 2586

Berlin, June 15. An official communication referring to Admiral Sir John Jellicoe's statement that the German losses in the Skagerrak battle were, in his belief, not smaller than the British, was issued today. A total loss in tonnage of German war vessels of 69,720 is admitted, against a British loss of 117,150. Only those English vessels and destroyers being taken into account whose losses have been officially admitted on the English side.

"According to statements of English prisoners," says the communication, "further vessels were sunk among them, dreadnoughts, warships."

"No other German vessels were lost than those made public. They are the Lutzow, Pommern, Wiesbaden, Frauenlob, Elbing, Rostock and five torpedo boats."

"The total losses among the English crews, so far as published by the Admiralty, are 6,104 dead or missing, 513 wounded. On the German side the losses are 2,414 dead or missing, 449 wounded, with 172 officers dead or missing and 41 wounded."

"During and after the battle our vessels rescued 177 English, while up to now no German prisoners from this battle are known to be in English hands. The names of the English prisoners will be communicated to the British government in the usual manner."

SKY TO FLASH ON JULY 4

Twelve Thousand Dollars Appropriated

for Independence Day Illuminations.

Patriotic messages will be flashed in letters of fire to the citizens of New York, while flaming flags will float over the skyline of Manhattan on Independence Day this year, under a plan just adopted by the committee on illuminations of the Mayor's Independence Day Committee.

A total of \$7,000 was appropriated by the city for illuminations in the five boroughs, while an additional \$5,000 was contributed by the electric light companies, which have agreed to provide bulbs and wires free.

AUTO RECRUITING OFFICES.

To reach virgin recruiting fields off railroad lines, the United States Marine Corps has put in operation three combination freight and passenger automobiles fitted up as virtual rolling recruiting offices to strike into interior sections where the "soldiers of the sea" are but little known and the opportunities their services offers to enlisted men, less understood.

These recruiting offices on wheels will first operate from San Francisco, Atlanta and Boston, but if the experiments made are successful, the idea may be extended to other sections of the country.

Business Men stopping at Summer Resorts can purchase The Journal of Commerce at all News Stands, or can have it sent by mail—address changed as often as desired—for three cents a week, \$1.15 a month. It is also for sale on the express trains of the Long Island Railroad and the trains and boats of the Jersey Central Lines, as well as at Suburban stations generally.—Advt.

GREEKS RESENT ALLIED POLICY TOWARD U.S.

Anglo-French Blockade of the
Hellenic Ports Also Denounced.

Athens, June 15.—The attitude of the Allies toward Greece was denounced at a number of meetings held here yesterday, at which resolutions were passed expressing loyalty to King Constantine and confidence in the policy of Premier Skoufopoulos.

The resolutions protested against the blockade of Grecian ports established by Great Britain and France and denounced the conduct of the Allies toward neutral nations and against the United States of America.

A feature of the resolutions was that the King was referred to as "Our Glorious Sovereign, King Constantine XI." The resolutions also called for the line of the ancient rulers of Constantinople.

ITALIANS WIN TRENCH EAST OF MONFALCONE

Aeroplanes on Both Sides Active
at Lagarina and Padua.

Rome, June 15. A surprise attack was made yesterday on Austrian positions east of Monfalcone. The official statement of today announces the capture of Austrian trenches, several hundred prisoners and seven machine-guns. The communication follows:

"Between the Adige and the Brenta rivers yesterday there were reconnaissance and intense artillery actions on both sides. Our artillery dispersed enemy columns on the march and shelled hostile battery positions at several points."

"Two attempted attacks by the enemy in the region of Nogorino, made in the direction of Monte Giove and Monte Brazzo, were repulsed."

"After intense artillery preparation yesterday evening a gallant Naples brigade, supported by dismounted cavalry detachments, in a surprise attack, penetrated every line east of Monfalcone. The trenches remained in our possession after a severe struggle. We captured ten officers, 468 men and seven machine-guns."

"Squadrons of aeroplanes bombarded with excellent results the railway station at Mattarello, in the Lagarina valley, and encampments at the junction of the Noe and Campomulo valleys, on the Asiago plateau. Enemy aeroplanes dropped bombs on Padua, Giorgio di Nogaro and Porto Rosaga. Two persons were wounded. The material damage was slight."

MRS. DON C. SEITZ HURT

Other Clubwomen Have Narrow Escape
When Train Stops with Jerk.

Mrs. Don C. Seitz, a well known clubwoman of Brooklyn and wife of the business manager of "The World," was injured yesterday when a Long Island Railroad train made a sudden stop at Union Hall Street station.

A number of women who had been delegates to the twenty-second annual convention of the Long Island Council of Women's Clubs at Baldwin, L. I., were on the train. Several were thrown into the aisle of the car. None were seriously hurt.

Mrs. Seitz, after having X-ray photographs made to determine the extent of the injury to her elbow, left for her summer home at Cos Cob, Conn. The elbow was put up in a sling.

Among others slightly injured were Mrs. F. Roquet, of Brooklyn; Miss E. L. Bond, of Brooklyn; Mrs. W. Burton, of L. I. Suffern, both of Queens, and Mrs. W. J. Harris, of the Bronx, and Mrs. W. Williams, all of Hollis.

BRADY, PROFESSIONAL, LEADS GOLF FIELD

Boston, June 15.—Michael J. Brady, professional of the Oakley Country Club, with a score of 154, led the field on the Bras Norton Club, 154, at the end of the first 36 holes of the 72 in which will decide the Massachusetts open golf championship. Brady's card was 77 in each round and he had only two bad holes in the entire day's play.

Gilbert Nichols, of Great Neck, was second with a card of 158. He made 81 on the first round. Walter Hagen, of Rochester, the title holder, had a score of 163.

Other low scores were P. J. Doyle, Myopia, 160; J. M. Anderson, Metacombe, 160; W. E. Reid, Wilmington, 160; T. L. McNamara, New York, 162; J. M. Barnes, Whittemarsh Valley, 163; Louis Teller, Country Club, 164; T. J. Kerrigan, Siwanoy, 164; Paul Tewksbury (amateur), Woodland, 166; Rodney Brown, Meadowbrook (amateur), 166; G. L. Bowden, Tedesco, 166.

CRIMSON EIGHT FAILS TO BEAT SECOND BOAT

Red Tor, Conn., June 15.—Harvard's "Crimson Eight" was unable to overcome a length handicap given to the second "Varsity" in a two-mile upstream race tonight and the second boat finished a winner by a length.

The "Varsity" caught the water at a stroke of 27 to the minute, while the second shell made 28. At the mile and a half mark both crews raised their strokes and finished strongly. The time was not made public.

The freshmen paired for a couple of miles. Middendorf, No. 6 in the first boat, was out in a single scull tonight and it is expected he will resume his seat to-morrow.

WHALE'S FATAL MISTAKE

Got Signals Crossed and Sank with All

on Board.

One of the few American war correspondents who really saw something of the European war in its first stages was coming home on the Lusitania not many trips before the liner's last, says an exchange. He sat at the purser's table, and the purser one evening told a truthful tale of having been on a ship that once passed through a school of whales in mid-ocean.

"All of them were sound asleep," said the purser, "and I was too. I was in Cincinnati, Ohio, then used to be a whistling whale that lived in the ocean just in front of my father's house. His name was Ponto, and he would answer to it—answer by whistling. You see, his blowhole was clogged with barnacles, and every time he spouted he made a sound like a siren on a fireboat."

"Ponto was a great pet with all the ships that traded in and out of Cincinnati. The pilots got to know him, and when they were entering port and saw Ponto cruising about in the channel they would signal him and he would signal back, always giving the correct number of blasts. But he died now—poor old Ponto!"

"One day there was a freighter coming in from Covington, Ky., and Ponto tried to pass her, headed out. But he got confused, and gave the whistle for going to port side when he meant the starboard, and the freighter ran him down and stove in four of his compartments, and he sank in nine minutes, whistling for help to the very last."

After which a great silence befell at the purser's table.

The world's ski jumping record is held by an American, who covered a distance of just under 193 feet.

BRITISH CHECKED ON TIGRIS RIVER

Constantinople Reports
Annihilation of Detach-
ment 400 Strong.

Constantinople, June 15.—The repulse of an attempted advance by the British force that remained on the Tigris below Kut-el-Amara after the surrender of Townshend was announced by the War Office under date of June 14. The engagement occurred on the right bank of the river near Felahie. On the southern Iraq front, in the

Euphrates sector, the annihilation of a British detachment, 400 strong, by Turkish volunteers is reported. The text of the statement is as follows: "Near Felahie, during an engagement with a British squadron advancing on the right bank of the Tigris, the British were defeated and forced to retreat."

"On the southern Iraq front Persian volunteers have been attacking the Russian forces since the recent Russian defeats, inflicting heavy losses upon the enemy. In the Euphrates sector a detachment of 400 British was annihilated by our volunteers."

"In the Tachouk sector (Caucasus front) an enemy battalion which had penetrated our advanced positions was ejected by a counter attack. On the left wing an enemy night attack against one of our advanced positions failed."

"On June 11, our aeroplanes attacked the British camp on the Suez Canal near Reman and Kantara."

NATURE'S HEATING SYSTEM.

Boise, the capital of Idaho, is the only city in the world to use natural hot water to supply heat to houses, public buildings and business blocks. Says "The Youth's Companion," Water comes from wells in the low foothills of the Boise Mountains, just outside the city, and for twenty-five years it has all been used for heating purposes.

There are two wells, each eighteen inches in diameter and 400 feet deep. The natural flow was only 800,000 gallons a day. Centrifugal pumps have increased the supply to 1,250,000 gallons every day. The water is pumped into a tank or reservoir, and thence distributed to the users in the city. One hundred and thirty-nine buildings use it for all purposes, including heat, and one hundred other buildings use it for bathing, washing and cooking purposes.

Engineers have tried to increase the flow of water, and they think that if they could tap the main subterranean stream they would get enough hot water to supply all the needs of the city.

The heat is so intense that men can work only eighteen feet below the surface, and then only in ten-minute shifts. These hot springs were made known by the Indians, and they made the spot where Boise now stands a sort of winter resort for the Snake and Shoshone tribes. That explains the great Indian burying grounds that are found in the hills near Boise.

DUMB HUSBAND AND WIFE.

No words were spoken at the marriage ceremony which recently united Oscar J. Marziano and Miss Theima Allison at Dallas, Tex., as neither of the contracting parties could speak, and the officiating pastor wrote out the ceremony to which the bride and bridegroom nodded eager assent, says an exchange.

Prisoners in the penitentiary near Bellefonte, Penn., saved 32,000 tobacco coupons for a baseball outfit.

At the End of Five Successful Years

AN ANNIVERSARY STATEMENT BY THE WARD BAKING CO.

It is just five years ago this morning that the first electric vehicle delivering WARD'S BREAD was seen gliding over the streets of New York City and Brooklyn—just five years ago today that the promise of "clean bread for New York" was fulfilled and WARD'S BREAD was introduced to the people.

Before the advent of this red letter day in pure food manufacture, public expectation had been raised to a high pitch by the advance announcements made by the company, the rumors of the huge, snow-white bakeries which would soon open their doors, and by the promise of new and advanced methods of making and delivering bread.

The dawn of June 16th, 1911 raised the curtain on a business venture destined to revolutionize the making of bread for the millions of people of this vicinity.

On that day the first delivery of WARD'S BREAD was made to the dealer and the first loaf served at the table of a Greater New York family. The rest is history. WARD'S BREAD "made good" when it met the trial of taste and justified every claim which advance announcements had made for it.

From that day on WARD uniformed salesmen and their electric vehicles have never failed in their work of delivering fresh and clean bread to the dealers in this great metropolis. Day in and day out, through the blizzards of winter and the heat of summer, the red, gold and yellow vehicles carrying the "Staff of Life" have been seen upon the streets performing a delivery service as sure and dependable as the rising and setting of the sun.

Since its first birthday, millions of loaves of WARD'S BREAD have been made and sold. Its sales have steadily increased until today it is the best selling bread in Greater New York, numbering its friends by the hundreds of thousands and enjoying a measure of public good will and confidence of which the company is proud and for which it now extends its sincere thanks and appreciation.

WARD'S BREAD has not achieved its wide popularity by luck nor by the merit or persistency of its advertising, or by any mysterious or miraculous means. Its success is due to QUALITY, first, last and always—a standard of PURITY which is fixed at 100% and a rule of CLEANLINESS so absolute and constant as to be literally a business creed.

QUALITY, PURITY and CLEANLINESS! Since the organization of the company, these three food manufacturing virtues, together with never-failing, efficient SERVICE, have never ceased to be the inspiration back of the making of all its products. That they will continue to be a manufacturing guide and a business slogan, the great army of men, women and children who eat WARD'S BREAD can rest assured.

On this, the fifth anniversary of its business birth, the Ward Baking Co. renews its invitation to all the people of this vicinity to visit the company's great bakeries located in New York City, Brooklyn and Newark, N. J., and witness the making of WARD'S BREAD, offering at the same time the assurance that your inspection of the various departments and processes will prove most interesting and educational.

To the student of industrial efficiency, the Ward Bakeries will prove a revelation. To the seeker after manufacturing ideals, they offer a practical exhibition of what has already been accomplished. To the fastidious and discriminating, the marvelous cleanliness which surrounds the making of the bread will be a matter of keen satisfaction. To the civic worker—the welfare enthusiast—to the public spirited—in short, to every member of this great community of millions, the Ward Bakeries offer vivid and convincing evidence of what progressive and scientific methods and business enterprise and initiative have done for the production of pure and wholesome bread.

The Ward Bakeries are open to public inspection every day except Saturday and Sunday from 1 to 4 P. M.

WARD BAKING COMPANY

Brooklyn Bakery
802 Pacific Street,
near Vanderbilt Ave.

Bronx Bakery
Southern Boulevard
and E. 143rd Street

Newark Bakery
4th Avenue and
North 13th Street